Khurda Bolangir rail line

132. MS. PRAMILA BOHIDAR:
SHRl B.J. PANDA:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the status of Khurda-Bolangir rail line project;

(b) whether this rail line is considered a catalyst for the economic development of the region as it connects Western Orissa with the East: and

(c) what is the time-frame within which this would be taken up and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Final Location survey: has been completed. Land has been acquired partially. Earthwork and bridgeworks have been taken up from Km. 0.00 (Khurda end) to Km. 36.00 of the project length. An expenditure of Rs. 67.83 crore has been incurred on the project till 31.03.2007. An outlay of Rs. 20 crore- has been provided in the Budget 2007-08. The project has been taken up on socio-economic consideration.

(c) No target date of completion of the project has yet been fixed. Work has been taken up and will be completed in coming years as per availability of resources.

Conversion of stations in Orissa into world class stations

133. MS. PRAMILA BOHIDAR:
SHRI B.J. PANDA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to convert Bhubaneswar railway station alongwith 16 other stations into world class edifices;

(b) if so, the details thereof;

(c) whether it is also proposed to convert New Barang railway station on the ECoR into a world class station: and

(d) if so, the time frame within which the project would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes. Sir. Bhubaneswar railway station is one of the 22 stations identified for development as World Class station through Public Private Partnership route by leveraging the real-estate potential at the stations.

(c) Although construction of a new station between Mancheshwar and Barang is part of the ongoing third line project between Khurda Road and Barang. no decision has been taken to develop the same as world class station.

(d) Does not arise.

Model Concession Agreement

134. SHRIMATI N.P. DURGA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of players who have signed the Model Concession Agreement for transportation of bulk commodities in containers:

(b) whether any items have been kept exclusively for CONCOR:

(c) if so. the details thereof; and

(d) what is the impact of entry of private players in this would have on the road transport?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRl R. VELU): (a) The following fifteen operators have signed Model Concession Agreement to operate container trains:

1. Adani Logistics Ltd.
2. Boxtrans Logistics (India) Services Pvt. Ltd.
3. Central Warehousing Corporation
4. Container Corporation of India Ltd.
5. Container Rail Road Services Pvt. Ltd.
6. Delhi Assam Roadways Corporation Ltd.
7. ETA Engineering Pvt. Ltd.
8. Gateway Rail Freight Pvt. Ltd.
9. Hind Terminals Pvt. Ltd & MSC Agency (India) Pvt. Ltd.
10. Innovative B2B Logistics Solution Pvt. Ltd.
11. India Infrastructure & Logistics Pvt. Ltd.
12. Krishak Bharati Cooperative Ltd.
13. Pipavav Railway Corporation Ltd.
14. Reliance Infrastructure Engineers Pvt. Ltd.
15. Sical Logistics Ltd.

(b) No, Sir.

(c) Does not arise.

(d) Entry of private players will help Indian Railways capture incremental traffic for movement by rail and act as a catalyst for diversion of traffic from road to rail.

CSR programmes/schemes

135. SHRI S.S. AHLUWALIA: Will the Minister of STEEL be pleased to state:

(a) whether all the PSUs under his Ministry are committed to implement programmes/ schemes in due discharge of corporate social responsibilities (CSRs);

(b) if so, the details thereof indicating the salient features of the programmes/ schemes formulated by each PSU and areas earmarked, if any, by the respective undertakings for implementations thereof showing the volume of funds allocated/spent PSU-wise and area-wise by each till 30th June, 2007;

(c) whether PSUs have also been permitted to implement CSR programmes/schemes in regions/areas far off from their Headquarter/production units; and